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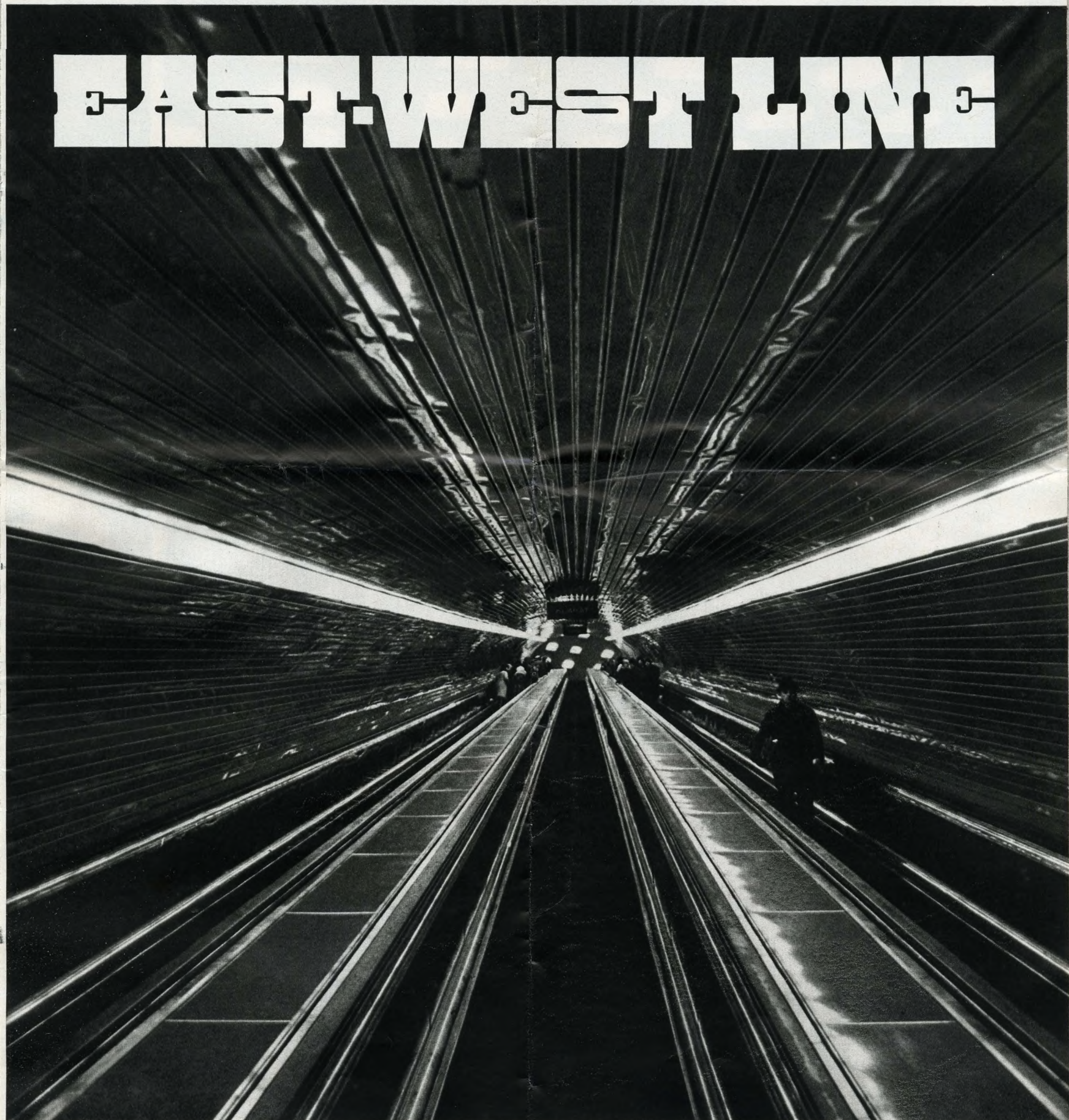


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◀ The platform
at the Kossuth Lajos Square
station

*The first part
of the Budapest underground is completed*

EAST-WEST LINE



Before going down to catch a train at the Kossuth Lajos Square station



The underground staff is made up largely of young people

Altogether two million people (which is equivalent to the total population of the city) traveled on the Budapest underground in the first three days after the new stretch was opened to traffic at the end of last year. Several months have passed since the dedication of the entire East-West line, but Budapest people still talk with considerable enthusiasm about the Christmas gift of the Hungarian capital celebrating its centenary.

The first stretch of the line was opened two-and-a-half

years ago, on April 4, 1970, the 25th anniversary of the liberation of Hungary. This part runs from District XIV to the centre of Budapest, a length of about 6.5 kilometers. The second and final stretch of the East-West line leading from the centre to the South Railway Terminal on the Bud side of the city beneath the Danube, is four kilometers long.

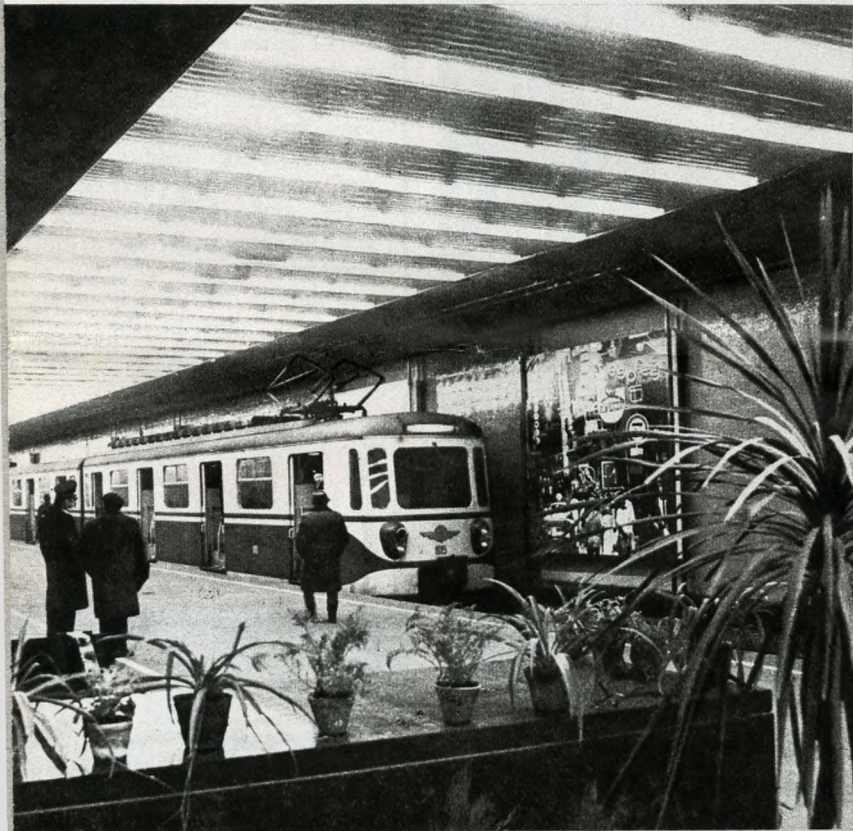
The trains travel the full 10.1 kilometer distance between the two terminals in 18 minutes. Earlier, the same route took almost a whole hour by bus or tram. This single comparison



in itself spotlights the significance of the "Metro" network in Budapest life. Budapest mass transport facilities carry 4.6 million passengers daily. The network is a close-textured mesh by any standards, since there are tram, bus, trolley-bus and local-train stops at some four thousand points in the capital, and there are few homes in Greater Budapest whose occupants have to walk more than half a kilometer to reach the nearest stop. Of course, this kind of comfort slows down traffic, and, consequently, Budapest trams run at less than

The station at Batthyány Square

Inside one of the coaches



The terminal for local railway trains at Batthyány Square

Batthyány Square: this has now become one of the most important traffic centres in Budapest

Map of the line east-west in the Batthyány Square station

fourteen kilometers an hour, while buses average about 20 kilometers an hour. At the same time the already overloaded roads and the frequent bottlenecks at junction points make it impossible to ease the crowded trams and buses by putting in additional facilities on the surface. The only solution is the underground.

The plan to rank Budapest with the 35 cities in the world with underground railway systems calls for the development of a network consisting of three main lines within twenty years. The first of these, the East-

West line, has now been completed. The second will connect the northern and southern factory districts of the Pest side, crossing the existing East-West line in the centre of Budapest. The first stretch of this line—which will be 16 kilometers in all—is expected to be completed in three years. The third line will connect the Southern Railway Terminal with South Buda on the right bank of Budapest.

The construction of an underground is, of course, inconceivable without the modernized reconstruction of the important surface junction points.



Experience has proved that the Metro provides faster and safer transportation facilities for passengers while, at the same time, with the building of subways and the modernization of the busiest points of the city, surface transport runs more smoothly, not to mention the fact that although the major constructions took place underground, the areas around the underground stations have also been renovated and made more attractive. Moreover, as a result of the newly opened line, it has been possible to discontinue some of the trams, thereby eas-

The platform at Moscow Square



The first part
of the Budapest
underground is completed

EAST-WEST LINE

ing the congestion on the roads
to some extent.

The East-West line of the underground built by thousands of workers, technicians and engineers employed by a hundred Hungarian companies, cost 6,000 million forints, a sum which would cover the rebuilding of all the seven Danube bridges of Budapest. But it was money well spent: the eleven well-designed stations, each with an individuality of its own, the electronically operated coin-boxes and entrance gates which admit passengers automatically after they have deposited their (incredibly low) fare of one forint, the abundance of helpful Metro staff, the up-to-date safety equipment with close-circuit TV, and the remarkably quiet and comfortable trains running at two minute intervals, all go to make this one of the most attractive underground railways in the world.

Gábor Fekete

On the escalators
at Moscow Square station



The station at Moscow Square



Subway to the Southern Railway Station

A Budapesti földalatti el-
ső része elkészült
Kelet - nyugati vonal

Az első vonalat az ország felna-
badulásának 25. évfordulójára
adták át 1970 apr. 4-én. Most
elkészült a Kelet - Nyugati vonal
amely a belvárostól a Déli pályá-
sáig szól ledek.

Igy a Metro vonala 10,1 km hosszú.
Ezt a távolságot régen egy ó-
rai utazással lehetett megte-
ni, most 18 perc.

A harmadik részt 3 év a-
latt fogják befejezni. A K-Ny-i
metro építésére 1000 ember vett
részt 100 vállalat és 6 mill.
pontra került.